

CHINA



MAIL.

Established February, 1845.

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HONGKONG, THURSDAY, APRIL 6, 1876.

日二十月三年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GORDON & GORDON, 12, Colborn Hill, E.C. BAKER, BAKER & CO., 2, Old Jewry, E.C. SAMPSON, BARNES & CO., 160 & 162, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BEAN, San Francisco.

CHINA:—SWANSON, QUINN & CAMPBELL, Amoy, Swatow, Canton, Hongkong, Shanghai, Hankow, Peking, Tientsin, and other ports. CHINA, L. A. DA GRAA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 Francs. 8 Sterling. RESERVE FUND, 20,000,000 800,000

HEAD OFFICE:—14, Rue Bergère, Paris. LONDON AGENT:—144, Leadenhall St., E.C.

AGENTS:—At Nankai, Lyons, Marseilles, Brüssel, Bombay, Calcutta, St. Denis (Isle de la Réunion), Hongkong, Shanghai and Yokohama. LONDON BANKERS:—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ,

Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.

RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman:—E. R. BELLIOS, Esq. Deputy Chairman:—AD. ANDRE, Esq. J. F. CORDES, Esq. H. HOFFMANN, Esq. A. MOLYER, Esq.

CHIEF MANAGERS.

Hongkong:—JAMES GREEN, Esq. Manager. Shanghai:—KERN CAMERON, Esq. LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance. On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 " " " " " 12 " 5 " " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Receipts, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREEN,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

ON SALE.

THE

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

By WILLIAM FREDERICK MAYNARD.

Price, 3s.

Shanghai:—KELLY & CO. Hongkong:—"CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.

I Have this day authorized Mr J. Y. V. SHAW to sign my name per procura-tion. A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.

R. C. RAY.

Bank Buildings, Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanou. Mr. E. CONSTANTIN is authorized to sign by procura-tion in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Tientsin.

F. P. DA SILVA.

Formosa, April 1, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sale Room, Praya, on

FRIDAY,

the 7th April, 1876, at Noon,—Brown and Coloured Silk Umbrellas, Tooth Brushes, Sealing Wax, Chisels, Lamp-wicks, Black Writing Ink, and Shoe Blacking.

Also,

1 roll Floor Oil Cloth, 24 ft. wide. 20 tins Turpentine. 10 cwt. Fine Soft Soap. 10 casks Washing Soda. 3 Fire-proof Iron Safes. 100 Rifles. A Grey Pony.

Terms of SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer. Hongkong, April 4, 1876.

NAVAL STATION, MACAO.

ON the 10th April Next, at 1 p.m., will be sold by Public Auction, before the Master Attendant, the Hulk, Machinery, Rigging, Masts, Sails, Chains, Anchors, Boats and other articles of the Gun-boat "CAMOENS" in lots or in bulk as best suits the interest of the Public Exchequer. The Sale will take place on Board the said Gun-boat, where the lots may be examined until the 5th of April. Terms of Sale:—Cash on delivery. Macao, on Board the Gun-boat "Tejo," March 31, 1876.

MANOEL CEZARIO PEREIRA, Master Attendant's Secretary.

Intimations.

A CHORAL FESTIVAL will be held in S. JOHN'S CATHEDRAL on EASTER TUESDAY, at 4 p.m. Mendelssohn's Cantata "Lauda Sion" will be sung. Hongkong, April 4, 1876.

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and Canton route has been Reduced to \$3 for Single trip and \$5 Return.

By Order, P. A. DA COSTA, Secretary.

Hongkong, April 3, 1876.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENT of the Company has been Opened in LONDON, under the Management of Mr. WILHELM SCHMIDT, at 3, St. Michael's Alley, Cornhill.

By Order, W. H. RAY, Secretary.

Hongkong, March 28, 1876.

SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Men-of-War will be RECEIVED at this Consulate until the 22nd April next, at Noon. No proposition will be admitted if it exceeds the price fixed by Government and do not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 3 p.m.

A. FARAUO, Consul for Spain.

Hongkong, March 31, 1876.

Intimations.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHEB-SPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BREXTON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BREXTON will proceed to distribute the Assets of the said JOHN WOTHEB-SPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BREXTON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution. Dated this 29th day of March, 1876.

W. H. BREXTON, 29, Queen's Road, Hongkong, Solicitor.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.

Hongkong, March 24, 1876.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Sicily, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.

Hongkong, March 24, 1876.

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG CLUB will be held at the CLUB HOUSE on THURSDAY, the 13th Instant, at Half-past Four o'clock in the afternoon.

By Order, EDWARD BEART, Secretary.

Hongkong, April 5, 1876.

For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliant and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafiores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzler" Sewing Machines. Agents for Hongkong, SAYLE & Co., VICTORIA EXCHANGE, Queen's Road & Stanley Street.

For Sale.

FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER:—

THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with TESSURED and ample Godowns, the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to JOHN NOBLE, 46, Queen's Road.

FOR SALE.

200 Casks CLARET from BORDEAUX. Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

FOR SALE.

THE whole of the Property known as FULTON'S, Situated on Marine Lots Nos. 20 and 21, and covering an area of 121,904 square feet. Annual Crown Rent about \$1,900. Taxes, 1,600.

For further information, apply to THE BORNEO CO., LIMITED. Hongkong, April 4, 1876.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS:—INLAND LOT 92.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound. The Ground below the masonry retaining wall of the above, abutting on the Queen's Road. Annual Crown rent, \$390.48.

MARINE LOT 111, WANCHAI.—First-class and extensive Godown. Annual Crown rent, \$324.

AT YOKOHAMA:—Lots No. 6 and No. 27 in the Foreign Settlement. No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area 1,064 Tsubos of 36 square feet. Annual Ground rent, \$263.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floor Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 564 Tsubos. Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to J. WHITTALL, T. G. LINSTED, Trustees A. Heard & Co.'s Estate, 23, Queen's Road, Hongkong.

FOR SALE.

THIS Season's American HAMS and BACON in prime condition. Smoked SALMON. Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.

MACGOWEN, FRICKEL & Co. Hongkong, February 19, 1876.

FOR SALE.

DUO DE MONTEBELLO CARTE BLANCHE CHAMPAGNE. Quarts, \$15 per case (1 dozen.) Pints, \$18 " " " 5 per cent. discount on 25 cases.

Bourbon WHISKEY. \$12 per case (1 dozen.)

FOR SALE BY

HEARD & Co. Hongkong, June 22, 1875.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship "PATROCLUS" will be despatched on or about the 7th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 27, 1876.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "AGAMEMNON" will be despatched on or about the 9th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 6, 1876.

Shipping.

Steamers.

FOR SHANGHAI. The Steamship "YANGTZE," F. SCHULTZE, Master, will be despatched for the above Port on FRIDAY, the 7th Instant, at 2 p.m.

For Freight or Passage, apply to SIMMSSEN & Co. Hongkong, April 4, 1876.

FOR SAN FRANCISCO. The Steamship "QUANGSE," Capt. JONES, will be despatched as above on WEDNESDAY, the 12th Proximo, at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 21, 1876.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE. (Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.) The Eastern and Australian Mail Steam Co.'s Steamship "BOWEN" will be despatched as above about the 20th April.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, March 31, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS. The Company's Steamship "VOLGA," Captain NORDREY, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Acting Agent. Hongkong, April 3, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS. The Company's Steamship "SINDH," Captain RAPATEL, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Acting Agent. Hongkong, April 8, 1876.

FOR YOKOHAMA.

The British Steamship "ORCHIS," Captain BUTLIN, shortly expected from Singapore, will have quick despatch as above.

For Freight or Passage, apply to WM. POSTAU & Co., Agents. Hongkong, March 29, 1876.

STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.) The P. & O. S. N. Co.'s S. S. "MALACCA" will leave for the above place shortly after the arrival of the Quator with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 30, 1876.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "GVALIOR" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 30, 1876.

Sailing Vessels.

FOR SAN FRANCISCO. The A. 1 American Ship "NIGHTINGALE," PALMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876.

FOR SAN FRANCISCO. The A. 1 British Ship "SHALIMAR," WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876.

FOR SAN FRANCISCO. The A. 1 American Ship "MAGARIC," JAMES OWEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 27, 1876.

FOR SAN FRANCISCO. The A. 1 American Ship "JONATHAN CHASE," CURTIS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 27, 1876.

FOR SAN FRANCISCO. The A. 1 British Ship "STDENHAM," FRANK BAINSWORTH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 4, 1876.

FOR SAN FRANCISCO. The A. 1 American Ship "LATHLEY REED," RAY T. LEWIS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR SAN FRANCISCO. The A. 1 American Ship "HABE," WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR HAMBURG. The A. 1 German Barque "NICOLENE," 318 Tons Register, Captain ARHMANN, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to ARNHOLD, KARBURG &

NOTICES TO CONSIGNEES.

FROM YOKOHAMA AND HIOGO.

THE S. S. *Stad Amsterdam*, Captain Boon, having arrived, Consignees of Cargo are hereby requested to take immediate delivery of the same, otherwise it will be landed and stored at their risk and expense by the Undersigned.

JARDINE, MATHESON & Co.
Agents S. S. *Stad Amsterdam*.
Hongkong, April 3, 1876.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenarney* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into the Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless notice to the contrary is given before Noon To-morrow, the 4th Inst. Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents S. S. *Glenarney*.
Hongkong, April 3, 1876. ap10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Argyll* having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, April 4, 1876.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. *NESTOR*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 7th Inst., for shipment per S. S. *Agamemnon*. BUTTERFIELD & SWIRE, Agents.
Hongkong, April 3, 1876. ap7

S. S. *OLYMPIA*, FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that their Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained.

Goods remaining in store after the 10th Instant will be subject to rent.

Optional Cargo will be forwarded on, unless applied for by the Consignees before 3 p.m. on Monday, the 3rd Inst. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.
Hongkong, April 3, 1876. ap10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. *Hindustan* having arrived from the above ports, Consignees are hereby notified, that the General Cargo will be landed by, and into the Godowns of the Undersigned at Wanchi, whence delivery can be obtained on and after the 6th Instant.

Goods remaining in store after the 12th Instant will be subject to rent.

Consignees of Opium are requested to take delivery from the boats alongside the Ice House Street Wharf, otherwise the Drug will be stored by the Undersigned at Consignees' risk, unprotected by Fire Insurance.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.
Hongkong, April 4, 1876. ap12

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer *Tigre* from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will be at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for this port.
G. DE CHAMPEAUX, Acting Agent.
Hongkong, April 5, 1876.

To-day's Advertisements.

CASTLE LINE OF STEAMERS.

FOR SAIGON.

The Steamer "*GLAMIS CASTLE*" will be despatched for the above Port at Daylight TO-MORROW, the 7th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, April 6, 1876. ap7

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "*VOLGA*," Captain NORDSTROM, will be despatched for YOKOHAMA on SATURDAY, at 9 a.m.

G. DE CHAMPEAUX, Acting Agent.
Hongkong, April 6, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "*SINDH*," Captain RAPAREL, will be despatched for SHANGHAI on SATURDAY, at 2 p.m.

G. DE CHAMPEAUX, Acting Agent.
Hongkong, April 6, 1876.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "*TIGRE*," Captain DE GIBARD, expected from Singapore, will leave for YOKOHAMA shortly after her arrival.

For Passage and Freight, apply to G. DE CHAMPEAUX, Acting Agent.
Hongkong, April 6, 1876.

FOR SWATOW, AMOY & FOCHOW.

The Steamship "*YESSO*."

Captain PUNJAB, will be despatched for the above Ports on SUNDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co.
Hongkong, April 6, 1876. ap9

FOR LONDON.

The British Ship "*CHANNEL QUEEN*."

N. LEUFSTEDT, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to MEYER, ALABOR & Co.
Hongkong, April 6, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *IRAGUADY*.

NOTICE.

CONSIGNEES of Cargo per S. S. "*Indus*," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from FRIDAY, the 7th Instant, at 10 a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 7th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after FRIDAY, the 14th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.
Hongkong, April 6, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr. C. O. BOJENSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUNDEN, Superintendent.
Hongkong, April 6, 1876. my6

THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.

CARL OHR. BOJENSEN, my6
Hongkong, April 6, 1876.

FOR SALE.

THE WORLD, WHEN COMETH IT? Or, What Certain Physicists are Saying. By T. QUOQUE. Shanghai, 1876. 1 Vol. Price—\$1.00 Stitched. \$1.25 Bound.

Apply to LANE, CRAWFORD & Co.
Hongkong, April 6, 1876. ap13

NOTICE TO CONTRACTORS.

SEALED TENDERS, in duplicate, marked on the covers, "Tenders for Army Contracts," will be received by the Undersigned until Noon on MONDAY, the 10th Instant, for the undermentioned Services required by the War Department here during the year ending 31st March, 1877.

1.—Cleaning the Nullah on the East side of Murray Barracks.
2.—Cleaning, and keeping the Nullah on the East side of the North Barracks clear from all obstructions.

There will be a separate Tender for each service.

No Tender will be accepted from any person in Government employ.

Terms of Tender and all necessary information can be obtained at this Office between the hours of 10 a.m. and 4 p.m.

C. R. SHERVINGTON, Lieut. Colonel, Assistant Commissary General.
Commissariat Office, Hongkong, April 6, 1876. ap10

SHIPPING.

ARRIVALS.

April 6, *Yangtze*, from Canton.
April 6, *Patroclus*, British steamer, 165, White, Shanghai March 31. Amoy April 6, General.—BUTTERFIELD & SWIRE.
April 6, *Colorado*, Amer. steamer, 3727, Connolly, Saa Francisco Mar. 31, Yokohama 30, Mails and General.—P. M. S. S. Co.
April 6, *Sindh*, French steamer, 2108, Rapatel, Marseilles Feb. 27, Naples 29, Port Said March 6, Suez 8, Aden 11, Galle 22, Singapore 23, Saigon Apr. 2, Mails and General.—MESSAGERIES MARITIMES.
April 6, *John Sverdrup*, Norwegian brig, 183, P. A. Pedersen, Newcastle, Jan. 28, Coal.—CAPTAIN.
April 6, *Rajah*, British steamer, 358, Hansen, Swatow April 5. General.—Hof Hirs.

DEPARTURES.

April 6, *Nantoh*, for Swatow, &c.
April 6, *Venice*, for Bangkok.
April 6, *Cassandra*, for Swatow.
April 6, *Memento*, for Bangkok.
April 6, *Normandy*, for Australia.
April 6, *Hoogly*, for Marseilles, &c.
April 6, *Olympia*, for Shanghai.
April 6, *Glenarney*, for Shanghai.

CLEARED.

Patroclus, for London.
Glamis Castle, for Saigon.
Yangtze, for Shanghai.
Anthony Rich, for San Francisco.

PASSENGERS.

ARRIVED.—Per *Patroclus*, from Shanghai: for Hongkong, Mr. and Mrs. Danenberg and child, Mr. Fenwick, and 11 Chinese. For Singapore, Mr. Anderson, and 500 Chinese. For London, Mrs. Plunkett, and Messrs. Totty and Caldwell.

Per *Colorado*, from San Francisco, Miss S. L. Bacon, Miss C. A. Douglass, Miss Emma Mitchell, Messrs. J. H. Bacon, W. E. Carleton, John Deming, Lieut. A. S. Barker, and 105 Chinese. From Yokohama, Messrs. J. H. Cromwell, and J. G. Walsh and servant.

Per *Sindh*, for Hongkong: from Marseilles, Mr. and Mrs. Ronald Greig, Mr. and Mrs. Gepp, and Mr. Chapuis; from Port Said, Mr. Guirioch; from Singapore, Mr. Wilkins; from Saigon, 13 Chinese. For Shanghai: from Marseilles, Mr. and Mrs. Hughes, Mr. and Mrs. Buchanan, Messrs. Otto Hubert, Van Sauti, Van Wiberge, Deguetie, and Buissonnet. For Yokohama, Mr. Bryner.

Per *Rajah*, 1 European and 52 Chinese. DEPARTED.—Per *Hoogly*, for Saigon, Mr. Catoire. For Marseilles, Mrs. Henningsen and 3 children and one amah, Mr. and Mrs. Blanco, Rev. E. Faber, Messrs. J. H. Hart, Blackwell, Anthony, Angus, Abendroth, Suenon, Kragh, Giry, Leslie, Sturrock, Scott, Hoekstra and Harman.

Per *Namoa*, for Amoy, Mr. F. S. Head; for Swatow, one European deck. Per *Normandy*, 229 Chinese. Per *Glamis Castle*, 5 Chinese.

Per *Dezart*—Per *Patroclus*, Mr. Tough, Mrs. Finch and 2 children, and 7 European.

SHIPPING REPORTS.

The M. M. steamer *Sindh* reports: had fine weather to the Gulf of Tonquin, thence to port very thick weather. Nearer the land last evening but owing to the fog was unable to come inside.

The British steamer *Patroclus* reports: fine weather throughout.

The Norw. brig *John Sverdrup* reports: fine weather and calm for the greater part of the voyage, with light airs from the N. to N.E.

The British steamer *Rajah* reports: had moderate easterly winds and fine weather throughout. In Swatow, str. *Atalanta*.

CARGOES.

Per *Hoogly*, for Continent, 554 bales Silk, 23 bales Waste Silk, 8 cases Silk, 20 chests Tea, 60 chests Tea, 610 cases Sundries; for London, 185 bales Silk, 7 cases Silk Piece Goods, 1,038 boxes Tea, 4 cases Treasure, 829 cases Sundries.

Per *Glamis Castle*, for Saigon, \$30,000.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For SHANGHAI.—Per *YANGTZE*, at 1.30 p.m. on Friday, the 7th Inst.

For SINGAPORE AND PENANG.—Per *KILGARRY*, at 1.30 p.m. on Friday, the 7th Instant.

For SAIGON.—Per *PARDON*, at 3.30 p.m. on Friday, the 7th Inst.

For YOKOHAMA.—Per French Mail Packet *VOLGA*, at 8.30 a.m. on Saturday, the 8th Inst.

For SHANGHAI.—Per French Mail Packet *SINDH*, at 1 p.m. on Saturday, the 8th Inst.

Late Letters from 1.10 to 1.30 p.m.

For SWATOW, AMOY & FOCHOW.—Per *YESSO*, at 5 p.m. on Saturday, the 8th Inst.

For SAN FRANCISCO.—Per *LAND OF THE ISLES*, at 5 p.m. on Saturday, the 8th Instant.

For YOKOHAMA & SAN FRANCISCO.—Per *QUANGSE*, at 1.30 p.m. on Wednesday, the 12th April.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *GEELONG*, will be despatched with the Mails for Europe, &c., on THURSDAY, the 13th April.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 12th April.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 13th April.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, March 30, 1876. ap13

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *COLORADO*, will be despatched on SATURDAY, the 13th Inst., with Mails for Japan, San Francisco, and the United States, which will be despatched as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post-Office closes.

2.30 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c. can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination, American Stamps are sold at this Office.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, April 6, 1876. ap13

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *IRAGUADY*, will be despatched on THURSDAY, the 20th Inst., with Mails to and through the United Kingdom via Marseilles; to Europe, Saigon, Singapore, Galle, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 13th Inst.

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 20th Inst.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, April 6, 1876. ap13

General Memoranda.

SATURDAY, April 8:—

9 a.m.—*Volga* leaves for Yokohama.

2 p.m.—*Sindh* leaves for Shanghai.

SUNDAY, April 9:—

Daylight.—*Yesso* leaves for Swatow, Amoy and Fochow.

Agamemnon leaves for Shanghai on or about this date.

MONDAY, April 10:—

Noon.—Tenders for Army Contracts received by the Assistant Commissary General.

1 p.m.—Sale of Haul, Machinery, Rigging, &c., of Gunboat *Camouille* at Mago.

Goods per *Olympia* undelivered after this date subject to rent.

Goods per *Glenarney* undelivered after this date subject to rent.

WEDNESDAY, April 12:—

2 p.m.—*Quangse* leaves for San Francisco.

Goods per *Hindustan* undelivered after this date subject to rent.

THURSDAY, April 13:—

Noon.—English Mail leaves for Ports of Call and Europe.

4.30 p.m.—Meeting of the Hongkong Club at Club House.

FRIDAY, April 14:—

Goods per *Iravaddy* undelivered after Noon, subject to rent and landing charges.

SATURDAY, April 15:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, April 18:—

4 p.m.—Choral Festival at Cathedral.

THURSDAY, April 20:—

Boats leave for Singapore, Brisbane, Sydney and Melbourne about this date.

SATURDAY, April 22:—

Noon.—Tenders received at Spanish Consulate for construction of Six Boilers.

Claims against the Estate of Captain Lawrence Young, deceased, must be sent in on or before this date.

SUNDAY, April 30:—

Claims against the Estate of George Barty Falconer, deceased, must be sent in on or before this date.

MONDAY, May 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Glamis* leaves for Yokohama and San Francisco.

FRIDAY, June 30:—

Claims against the Estate of Diederich Heinsicht, Querino Antonio Gutierrez, Martin Carroll, Dora Howard, and Henry Roberts, deceased, must be proved on or before this date.

MONDAY, July 31:—

Claims against the Estates of Gustav Tibbler, Edward Parker, Edward Richard Handley, Kwong Tham, Lam Kok Cheong, Lee Ah Yon, Leung Sew Fan, Man Chan, and a Chinaman, name unknown, No. 11, deceased, must be proved on or before this date.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Glamis Castle* leaves for Saigon.

10 a.m.—Delivery of Goods per *Iravaddy* may be obtained from M. M. Co.'s Godowns.

2 p.m.—*Yangtze* leaves for Shanghai.

Notice of optional cargo per *Iravaddy* to be given before Noon.

Patroclus leaves for London on or about this date.

Shipping Orders regarding Optional Cargo ex *Nestor* for shipment per *Agamemnon* must be obtained from the Agents not later than this date.

AUCTIONS.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

TO ADVERTISERS.

It is requested that all advertisements be sent, when practicable, by 4 p.m., to allow of the early issue of the paper.

The publication of this issue commenced at 7.10 p.m.

BIRTHS.

On April 8th, at West Point, the Wife of the Rev. A. B. Hymanson, of a Daughter.

On the 10th Feb., at South Lambeth, the Wife John A. Pond, Shanghai, of a Son.

On the 17th Feb., at 39 Gower-street, the Wife of Capt. Ernest Walter Tisdall, Shanghai, China, of a Daughter.

MARRIAGE.

On the 22nd inst., at St. Martin's-in-the-Fields, by the Rev. Charles Nepean, Hartley Wint, Arthur W. Walkinshaw, of Fochow, China, to Caroline Augusta Jane, eldest daughter of Alexander Walkinshaw, London.

THE CHINA MAIL.

HONGKONG, THURSDAY, APRIL 6, 1876.

If the statement in an Indian paper that Baron Reuter is endeavouring to obtain support for the construction of a railway from Bagdad to Ispahan and Teheran be correct, it would seem that the Baron has not yet entirely given up his gigantic scheme for the wholesale civilization of Persia. It will be recollected that, by virtue of the concession granted to him in 1872 by the Shah of Persia, he had the exclusive privilege of constructing railways, working mines and forests, and making use of all the other natural resources of that country, besides the farming of the customs. At the time this concession received the signatures of the contracting parties, it was believed by many well-informed persons that neither the Persian Ministers nor the Baron had any serious intention of carrying out its provisions, but that the former were in want of a little money, and the Baron thought he could make

something out of the concession, and so the bargain was struck. This immense monopoly, which the Baron endeavoured to render subservient to British interests, met with many difficulties, and at last the refusal of the Earl Granville to give the Baron the support of the British Government in the matter rendered it practically useless, even if it were ever intended to give it a substantial form. The Persian Government has had a deal of anxiety and trouble over the affair, and it is very doubtful if it will be at all likely to grant the Baron another concession. As the situation is at present, the Persian Government declares it has nothing to do with the Baron, who, it says, has failed in his engagements, and the Baron declares that his concession is still good. It would be somewhat premature, at the present stage of the matter, to elaborate the advantages and disadvantages that would arise from the proposed railway. Teheran, the present capital

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 6TH APRIL, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloong shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Captain.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Argyll	Brit. str.	5 c Scott	1271	April 4	Jardine, Matheson & Co.	S'apore and Calcutta	
Arratoon Apear	Brit. str.	4 h Cass	959	April 4	Siemssen & Co.	Saigon	
Colorado	Amer. str.	3 h Connolly	3727	April 6	P. M. S. S. Co.	Y'hama & S. F'isco	With Mails
Danubo	Brit. str.	2 h Clanchy	561	April 4	Tuen Fat Hong	Bangkok	
Genoa	Brit. str.	4 k Corrigan	1216	Mar. 25	Jardine, Matheson & Co.	Saigon	
Glenartney	Brit. str.	5 c Gulland	1370	April 3	Jardine, Matheson & Co.	Shanghai	
Hindostan	Brit. str.	6 c Gardner	991	April 4	David Sassoon, Sons & Co.	S'apore and Calcutta	
Killarney	Brit. str.	4 h O'Neill	1060	Mar. 25	Landstein & Co.	S'apore and Penang	To-morrow
Lord of the Isles	Brit. str.	2 c Cowie	1846	Mar. 22	Russell & Co.	San Francisco	9th, daylight
MacGregor	Brit. str.	4 c Grainger	1413	April 3	Gilman & Co.	Saigon	
Maharajah	Brit. str.	6 c Stephenson	994	April 2	Siemssen & Co.	Saigon	
Malacca	Brit. str.	4 k Shellard	1046	Mar. 28	P. & O. S. N. Co.	Yokohama	With Mails
Pardo	Brit. str.	4 h Power	763	April 3	Landstein & Co.	Saigon	To-morrow
Patroclus	Brit. str.	5 c White	1650	April 6	Butterfield & Swire	London, &c.	To-morrow
Pawtuxet	Amer. str.	4 k Jones	280	June 18	Aug. Heard & Co.	.....	Laid up
Quang-se	Brit. str.	4 k Jones	1778	April 3	Jardine, Matheson & Co.	San Francisco	12th
Stad Amsterdam	Dut. str.	2 k Boon	1728	April 3	Jardine, Matheson & Co.	.....
Thingvalla	Dan. str.	4 h Mourier	1577	April 2	Wm. Pustan & Co.	Saigon	
Volga	Fch. str.	5 c Nomdedou	950	April 4	Messageries Maritimes	Yokohama	With Mails
Yangtze	Brit. str.	5 c Schultze	783	April 6	Siemssen & Co.	Shanghai	To-morrow
Yesso	Brit. str.	5 h Punchard	559	April 5	Douglas Lapraik & Co.	East Coast	
Yottung	Brit. str.	2 h	324	June 9	Kwok Acheong	.....	Repairing
Sailing Vessels							
Alden Besso	Amer. bk.	7 c Noyes	842	Mar. 10	Rozario & Co.	Honolulu & S. F'co	
Anna Bella	Brit. bk.	6 c Stephen	334	Mar. 31	Borneo Company	.....
Annie Gray	Brit. sh.	4 c Moore	727	Mar. 9	Rozario & Co.	Vancouver's Island	
Bon-to	Ger. bk.	3 c Wesenberg	542	Mar. 30	Siemssen & Co.	.....
Bua Cao	Siam. bk.	2 h Lange	340	Mar. 7	Chinese	New York	
Charter Oak	Amer. sh.	4 c Smith	993	Nov. 11	Vogel, Hagedorn & Co.	.....	Repairing
Christina A. P.	Amer. sch.	8 h Federico	175	Jan. 8	Order	.....
Christian	Ger. sch.	4 k Stehr	280	April 2	Eduard Schellhass & Co.	.....
Colombo	Brit. bk.	2 c Heuer	364	Feb. 8	Russell & Co.	Honolulu	
Edward James	Amer. bk.	4 c Forbes	629	Mar. 16	Rozario & Co.	Portland (Oregon)	
F. H. Drews.	Ger. bk.	7 c Vorsatz	630	Mar. 28	Wm. Pustan & Co.	.....
Fanny	Fch. sh.	8 c Rousal	1138	Mar. 8	Landstein & Co.	Bangkok	
Forward	Brit. bk.	3 c Strachan	748	Mar. 8	Rozario & Co.	Vancouver's Island	
Frazz	Brit. sch.	7 c Hildebrandt	148	Dec. 18	Frazar & Co.	Formosa	
Garibaldi	Amer. bk.	4 h Noyes	670	Dec. 17	Rozario & Co.	Portland (Oregon)	
Ino	Ger. bk.	1 k Bannau	353	April 4	Siemssen & Co.	Tientsin	
James Vincombe	Brit. sh.	5 k MaPherson	638	Feb. 4	Borneo Company	Takao	Co'stan Dock
Jonathan Chase	Amer. bk.	5 k Curtis	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Lathley Rich	Amer. sh.	3 c Lewis	1327	Feb. 21	Vogel, Hagedorn & Co.	San Francisco	
Manila II.	Ger. bk.	4 k Gunner	515	April 4	Siemssen & Co.	.....
Margarite	Brit. sh.	7 h Owens	864	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Mary Whitridge	Amer. sh.	3 c Cutler	862	Mar. 16	Russell & Co.	San Francisco	
Minna	Ger. bk.	4 k Tobren	456	April 4	Wm. Pustan & Co.	.....
Montego	Brit. bk.	4 k Griffiths	316	Mar. 26	Eduard Schellhass & Co.	Newchwang	
Nicoline	Ger. bk.	4 c Ahlmann	320	Feb. 14	Arnhold, Karberg & Co.	Hamburg	
Nightingale	Amer. sh.	3 c Palmer	722	Mar. 17	Russell & Co.	San Francisco	
Noemi	Fch. bk.	8 k Aucam	347	Mar. 28	Carlowitz & Co.	.....
Notre Dame Auxiliatrice	Fch. bk.	7 h Jagoret	790	Mar. 31	Captain	.....
Pallas	Ger. bk.	2 h Ballahr	421	Mar. 26	Siemssen & Co.	Tientsin	
Samuel G. Reed	Amer. sh.	3 c White	650	Dec. 18	Vogel, Hagedorn & Co.	Portland (Oregon)	
Shalimar	Brit. sh.	3 k Cotter	1596	Mar. 30	Russell & Co.	San Francisco	
Sydenham	Brit. sh.	4 c Bristow	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Villa de Rivadavia	Span. bg.	4 c Camus	261	Mar. 17	Brandao & Co.	Manila	
Wealthy Pendleton	Amer. bk.	2 c Blanchard	809	Mar. 30	Captain	.....
Wm. Phillips	Amer. sch.	7 c Haley	693	Mar. 10	Eduard Schellhass & Co.	Bangkok	
WHAMPOA							
Haze	Amer. sh.	Wilkinson	664	Mar. 2	Vogel, Hagedorn & Co.	New York	
Irene	Ger. sch.	Hansen	276	Mar. 28	Carlowitz & Co.	Tientsin	
Marion	Amer. sch.	Howes	366	Mar. 24	Arnhold, Karberg & Co.	Tientsin	
CANTON							
Chinkiang	Brit. str.	Hogg	798	April 4	Siemssen & Co.	Shanghai	
Yungching	Chi. str.	Gibbon	661	April 4	C. M. S. N. Co.	East Coast	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchorage.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	...	.....	Mar. 14	Kühne
Ashuelot	6 h	American	corvette	1100	6	700	Mar. 31	E. O. Matthews
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Flamer	4 k	British	aux. naval hospital	.....	...	.....	.....	D. M. Insp. Gen. Morgan.
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle.
Hertha	7 c	German	corvette	2200	19	400	Mar. 31	Thurr
Kestrel	6 h	British	gun vessel	492	4	100	Mar. 15	C. B. Theobald
Laclocheterie	6 k	French	corvette	.....	10	480	April 5	Riennier
Maceao	6 k	British	military hospital	2591	...	.....	.....	Capt. Becker
Palos	6 c	American	gunboat	308	...	.....	Mar. 28	W. R. Bridgeman
Thistle	6 h	British	gun vessel	464	...	.....	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Parish.
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	E. C. D. Ryder

FOOCHOW SHIPPING IN PORT.
April 1, 1876.

Chun Sheng
Europe
Fu Sheng
Midge
Wagrien
*Yesso

British steamer
for Shanghai
British steamer
British gunboat
for Newchwang
for Hongkong

Fyehow

Geelong
Genkai Maru
Glennearn
*Hankow
Honan
*Hoogly
Howsang
Hupeh
*Ningpo
*Patroclus
Plymouth Rock
*Quang-se
Shingking
Szechuen
*Teheran
Tunsin

American
British
Japanese
British
American
French
Chinese
American
British
British
American
British

MERCHANT SAILING VESSELS.

Adele
Auguste Reimers
Ceres
Ellen Browne
Freestrad
Kronprindsessan
Madame Demorest
Titania
Uranus
Windhover

American schooner
German schooner
British barque
British barque
British schooner
Danish barque
British barque
for New York
Norw. brig
British ship

MEN-OF-WAR.

*Ashuelot
*Kearsarge
La Clocheterie
Monocacy
*Tennessee
Thalla
*Yantic

American corvette
American corvette
French corvette
American corvette
American corvette
British corvette
American gun vessel

* Since left port, or arrived at Hongkong.

were:—From Yokohama Jan. 4, Shanghai Jan. 7, Foochow Jan. 9, and Hongkong Jan. 13.

In the recent competitive examination for five vacancies in the China and Japan Consular Service, at which the first place was obtained by Mr. J. W. McCarthy, of H.M.'s Stationery Office, the other successful candidates were J. N. Jordan, F. S. A. Brown, A. H. Brady, and J. W. A. Hosie, who proceed to China.

Police Intelligence.

(Before James Russell, Esq.)
6th April, 1876.

LARCENY.

Mak Akwai, a tailor, was sent to 21 days' hard labour for stealing a fowl.

LARCENY FROM THE PERSON.

The long pending case, from 13th March last, in which three Chinamen were charged with robbing a Chinese Constable on the Pokfulam Road, was concluded to-day; the defendants were committed for trial.

DISORDERLY CONDUCT.

Joseph Cordius and Patrick Mullins, seamen British steamer *Glenartney*, were brought up for the above offence. Mr. J. O. de Medina, the proprietor of the British Crown, stated that last night about the time of closing the house, the first defendant came into the Tavern and abused the barkeeper. Thomas Middle P. O. No. 18, came into the house and told him to be quiet. The second defendant accused the barman with stealing a bundle from him. They were both drunk. P. O. No. 18, however, proved that the second was sober. The first defendant said the barman was insolent in the street two or three times, and he therefore challenged him to a fight. The second defendant said he was sober and was wanting to take the man away. The first defendant was fined \$2, and the second was discharged.

ILLICIT SALE OF PREPARED OPIUM.

Tsang Aze, a seaman, was charged with selling prepared opium at Aberdeen without a license. The defendant was arrested on a warrant issued at the instance of Inspector Cameron. Fined \$5.

DISEASED COW.

Kwok Hing Kee, master of a Cattle lan in Hollywood Road, was summoned by Inspector Orley for having sent a bullock to the Slaughter House unit for human food. This case was also brought forward through the instrumentality of Mr. G. Sharp. The case was to have come on to-day in the usual course, but the Hon. O. May having expressed a wish to try it and as this was not his day to sit, the case was postponed. Mr. Russell incidentally asked where the animal was, when Mr. Sharp replied that it was in the rain now. Inspector Orley said it was in the rain now, because it had to be brought up to-day as evidence, but it was in shelter all last night. Mr. Sharp remarked that the animal had a treat last night which it had probably never enjoyed before. Adjourned accordingly.

CORRESPONDENCE.

THE MEAT QUESTION.

[We publish the following correspondence for general information.]

Bank Buildings, Hongkong,
3rd April, 1876.

Colonel A. Bagnano, C.B.,
Secretary to General Colborne, C.B.

Sir,—I enclose report of a case heard at the Magistracy on the 25th ultimo, wherein a Chinese was fined \$200, for presenting for slaughter a diseased bullock; also some correspondence which has passed upon the matter. I shall be very much obliged by your reading this and bringing the same to the notice of General Colborne, who will, I am sure, feel concerned in any matter connected with the quality of the daily rations for the troops under his command.

From a careful observation extending over many years past in this Colony, I am convinced that the checks provided at the Slaughter House, and afterwards in the examination of the meat, are insufficient to secure the best provision obtainable.

A large number of most inferior cattle are slaughtered, many of them in a state which renders them unfit for human food, and as the Natives may be said not to eat beef, the inference is that the chief portion is consumed by the troops.

Could meat of a good quality not be obtained the case would be different, but it is not so, as the chief magistrate observed with truth "there is very good beef in the market."

As it is utterly impossible to provide a large body of men with the variety of food which is enjoyed by ourselves, I am sure that General Colborne will be willing to take some trouble to secure that the daily ration of beef for Her Majesty's soldiers is the best that Hongkong can provide, and in connection with His Excellency the Governor to arrange some plan for preventing the importation into the Colony of any but good beasts, of which there is a plenty.

I have the honour to be, Sir, your most obedient servant,

GRANVILLE SHARP.

No. 4295.

Military Secretary's Office, Hongkong,
4th April, 1876.

Sir,—I am directed by H. E. The Major-General commanding to acknowledge with thanks your Letter of the 3rd Instant, and to state that all necessary precautions are taken regarding the quality of the meat Ration served out to the troops in this Command.

I have the honor to be, Sir, Your most obedient servant,

(Signed) A. Bagnano, Col.

A. M. S.

GRANVILLE SHARP, Esq.,
Bank Buildings, Ho. kong.

ARRIVAL OF THE AMERICAN MAIL.

The P. M. S. S. *Colorado*, Captain Conolly, with dates from San Francisco to March 1, and Yokohama to 29th, arrived this morning. We take the following items from our exchanges:—

EUROPEAN NEWS.

London, Feb. 26.—John Kniskern has been elected to the Slade Professorship of Fine Arts at Oxford University.

Berlin, Feb. 26.—The *Cologne Gazette*'s

letter states that a colossal statue of Bismarck in bronze will be sent to the Centennial Exhibition at Philadelphia. A copy will be erected at Kilsengen, where Kullman attempted to assassinate Bismarck.

Berlin, Feb. 27.—Polish residents of Prussia are preparing for public demonstrations against the prohibition of their language in the Schools and Courts.

Friburg, Feb. 27.—The Danube is subsiding, but portions of Pesth remain still inundated. Five thousand homeless people have been lodged in the churches. Hundreds passed the Saturday night on the roofs of dwellings, and some were rescued in a starving condition.

Belgrade, Feb. 27.—The Serbian Government has ordered all able-bodied men not already in the militia to muster here on the 2nd of March. A committee, headed by the Archbishop, has advised the population of Belgrade to prepare for war and to take measures for the care of the wounded.

Berlin, Feb. 28.—Reports received here state that the rise in the river in the northern part of Germany continues, and that the rain still prevails without cessation. Many of the towns and villages along the Elbe are inundated. The devastation of property is widespread, and great suffering exists in the flooded districts.

London, Feb. 28.—The *Standard* has the following special dispatch from Madrid: "Great enthusiasm prevails here. Alfonso will have a splendid reception on his return. The letter to General Poncet, giving notice of Don Carlos' intention of entering France, declares that having been conquered by adverse fortune, Don Carlos has resolved to abandon any further struggle as useless. He asks the generous protection of France. General Poncet, on the receipt of the note, started for Arneque to intern the fugitives. Three Alfontist army corps are advancing in Basque Valley. They met with no resistance."

Madrid, Feb. 28.—The following intelligence has been sent to the Spanish Minister in London:—The war is at an end. Don Carlos has asked France for hospitality. He informed General Poncet commanding Bayonne, that he would enter France at a point of the frontier, by the Bridge of Arneque. Three hundred Carlists have entered France at St. Jean, and reports say they are crossing the frontier by hundreds at Aldudes. The French will not interfere with them. Alfonso has arrived at Pamplona.

London, March 1.—Day before yesterday a vessel of the Spanish coast guard seized an English trading vessel, five miles from Gibraltar. The merchantman's crew regained possession of their ship and brought her into Gibraltar, with a prize crew of the coast guard as prisoners.

Accounts of devastation from the foundation in Hungary are heartrending. Twelve thousand out of the 18,000 inhabitants of Alfoten are homeless.

London, Feb. 19.—Edward Wilson & Co., chemists, of Manchester, failed yesterday, and made an announcement of liabilities estimated at £500,000.

St. Petersburg, Feb. 19.—The Official Ukase forbids women executing the functions of barristers.

Paris, Feb. 19.—Adolphe Theodore Branguiet, scientist and author, is dead.

Berlin, February 23.—The appointment of Count de Stolberg Weinsiede to the Vienna Ambassadorship has made such an impression that it is said Bismarck would like him as successor to the Chancellorship.

London, February 23.—Mrs. Green, who lost her life in the steamer *Strathclyde* disaster, was niece of Dion Boucicault.

AMERICAN ITEMS.

New York, Feb. 16.—The Western Union Telegraph Company, following the lead of the Atlantic and Pacific Company is reduced its rates from twenty to thirty per cent.

Boston, Feb. 18.—Charlotte Cushman the distinguished actress, died at the Parkes to-day morning. Her chief part was "Marguerite."

Hudson, N. Y., Feb. 19.—A fire in the two houses of the Knickerbocker Company at Albany, last night, resulted in the destruction of eight buildings and about 40,000 tons of ice. Loss on machinery, buildings and ice estimated at \$325,000; insured in New York. Cause of fire unknown.

Cazenovia, N. Y., Feb. 19.—The Bank of Cazenovia closed its doors this morning.

Chicago, Feb. 24.—The jury in the Babcock case, at St. Louis, returned a verdict of "Not Guilty."

Washington, Feb. 28.—General Babcock and Levi P. Luckey this morning resumed their respective duties at the Executive Mansion.

SHIPPING NOTES.

We have received information that the Pacific Mail Company have started building three new iron steamers for their China service. The size about half way between the *City of San Francisco*, and the *City of Peking*. This will give ample accommodation for stateroom passengers, and good freight room.

The Pacific Mail Company's new steamer *City of New York*, arrived at San Francisco on the 18th Feb., in a passage of 59 days from New York. She had a small freight, including a few hundred tons of Iron Bars and 1,000 bbls Rosin. She is of the same model and register as the *City of San Francisco*, and *City of Sydney*. The last named is now due. The *City of New York* is announced to sail for Yokohama and Hongkong on the 1st March.

The steamer *China* must be very foul on the bottom; or she would have made better time. It is probable she will be scraped before she again goes to sea.

The steamer *City of New York* has been withdrawn from her proposed trip to Hongkong, and will be sent to Panama.

The repairs to the British ship *Weymouth* have been completed, and she will immediately commence loading Wheat for Liverpool.

Macondray & Co. will load the trim bark *Brighton* for Hongkong. This is the first vessel laid on for that port since the *Lyttelton*, which arrived about several weeks ago.

There was considerable moving of the Pacific Mail steamers on the 27th Feb., owing to the gale and their exposed condition. No injury was sustained by any of them.

The *Gazette*, arrived at San Francisco on the 28th Feb., in a good passage of 26 days from Hongkong and 16 days from Yokohama. She was not reported as having left Yokohama by the last sailing vessel from there. She brings 558 Chinese as an addition to our population, and anchored in the stream until the morning.

A remarkable fact was recorded by the mention in the memoranda of the bark *Robert Kelly*, of the following: "The steamer *China* called one hour previous from Yokohama for this port."

The bark arrived in a remarkable passage of 26 days, beating the steamer badly. This passage ranks next to the British ship *Vicenta's* famous one of 28 days, from the same port, in 1867.

We notice the charter of the British ship *Cormorant*, for Manila and return. She will be back here for the first of the new wheat crop. This vessel made a voyage of the same kind before, and for a like purpose, viz.: to pass away time and be ready for a new crop.

IN THE U. S. CONSULAR-GENERAL COURT.

Before Gen. T. B. VAN BUREN, Consul-General.

29th March, 1876.

William Bolton Spratt and Joseph Moses Emanuel, trading at Victoria, Hongkong, vs. G. F. Graham.

In this case the plaintiffs sued the defendant to pay the sum of \$4,443, alleged to be his share of a judgment rendered by the Supreme Court at Hongkong, on 12th May, 1873, against the present plaintiffs and defendant jointly, in an action brought by a Mr. Stuart, who had been employed by the then defendants to raise a sailing vessel called the *Marie*, which vessel was then lying sunk in the river at Whampoa, and had been purchased by Spratt & Co. and Graham as a speculation.

The plaintiffs in the present action were represented by their counsel, Mr. H. O. Littlefield. Mr. Graham, who appeared personally, pleaded non-indebtedness.

Mr. Littlefield produced a copy of the judgment rendered by the Supreme Court at Hongkong in the case of Stuart versus Spratt & Co. and Graham, decreeing payment by Spratt & Co. (the plaintiffs in the present action) to Stuart (the then plaintiff) of \$5,738.80 with costs of suit; he also produced a receipt signed by one W. Wotton, then a clerk in the employ of Caldwell and Breton, attorneys, to Spratt & Co., shewing that the whole of the amount of the judgment, aggregating, with costs, \$7,160.40 had been paid by Spratt & Co.

With regard to this receipt, His Honour ordered that prosecuting counsel prove, by evidence, the right of Wotton, his signature being proven, to sign the receipt. Mr. Littlefield excepted to this ruling.

In answer to the Court, Mr. Littlefield stated that the sum claimed was half of the former judgment and costs, together with expenses sustained by the present plaintiffs, in the suit, and interest.

His Honour noted that there was nothing in the petition to prove that one-half of the sum was due by Capt. Graham.

Mr. Littlefield handed in a letter, dated June 27th, 1873, from defendant to plaintiff, admitting that he was indebted for half the whole judgment and costs and requesting an account current.

This letter was acknowledged by defendant. The learned counsel called for a letter addressed by plaintiffs to defendant in answer to this; but defendant said he had no such letter.

Mr. Littlefield then produced a letter from Captain Graham to plaintiffs, dated June 22nd, 1874, again requesting an account current; and another, in answer to a notice from plaintiffs that they would accept \$400 per month with interest, until Graham's share of the debt was paid off, accepting those terms.

Other correspondence was produced, in all of which defendant acknowledged his liability; and an account current was handed in.

This closed the case of the plaintiffs.

G. F. Graham, sworn, stated:—In 1873, the German bark *Marie* was wrecked near Hongkong. I, being out of employment at the time, and staying as a guest with W. B. Spratt & Co., recommended them to purchase the vessel, as the spar, gear, and timber in the ship would pay them; and, in the event of the vessel being raised, and they, with my own sanction, coming to the conclusion to repair the vessel, I would take one half interest in the speculation. The wreck was to be sold by public auction by a firm of the name of Blackhead & Co. I was commissioned by Spratt & Co. to purchase the vessel if she went cheap. I attended the sale and purchased the vessel for W. B. Spratt & Co. for the sum of some \$1,100. They gave the contract to raise the vessel to Mr. Stuart. I was a witness to the agreement, which, as far as I know, was verbal. Stuart was to get \$2,000 for putting the vessel into a dock at Whampoa. I was instructed by Spratt & Co. to superintend the work. Stuart raised the vessel, but never got her to Whampoa, and eventually gave up the contract. I explained to Spratt & Co. that I could raise the vessel and put her in a dock, and they commissioned me to do so. I raised her and put her into the Aberdeen Dock at Hongkong. Then the vessel's bottom, which was seriously damaged, was patched. The vessel was floated out and anchored in Hongkong. It was then agreed between Spratt & Co. and myself that the vessel should be taken to Whampoa and repaired. Mr. Nelson Spratt, one of the firm, left Hongkong for San Francisco, and, as soon as he left, the firm gave me notice that the vessel would be sold by auction, together with all her gear. That was done. I don't know how much she was sold for. The gear was sold separately on shore, and I purchased the most of it. I attended the sale of it. I had money in Spratt & Co.'s hands—over \$2,000, at the time the *Marie* was sold. I withdrew over that amount in April or May 1873, having invested it in the Brit. bark *Lizzie*. At the time I withdrew my money the case against plaintiffs and myself, by Stuart, was going on at Hongkong. I believe the Court ruled that I was an agent of Spratt & Co., and not a co-partner in the venture. I was a witness in that case. In the meantime I was repairing, and afterwards chartered, the *Lizzie*, for the firm of Jardine, Matheson & Co., and sailed in her. Before I sailed I received a letter from Caldwell and Breton, attorneys for Spratt & Co. (Lettor produced, and admitted by counsel for plaintiffs, demanding payment and threatening proceedings). As the letter was of a threatening character, and as it would have greatly embarrassed myself and my owners if the threat had been carried out, I gave the letter of acknowledgment introduced by the other side, dated 29th June, 1873. When I gave that letter I fully expected to return to Hongkong, when I could contest the question of my liability without embarrassing my owners or charterers. In the suit in Hongkong I did not raise the question of my liability. I have never been to Hongkong since. I wrote the subsequent letters admitting my liability because I was afraid they would attempt to take me out of the vessel.

To the Court:—I paid none of the \$1,100 which was paid for the wreck of the *Marie*; I was not paid for raising and docking her; all expense incurred in repairing her was borne by Spratt & Co. I have never seen the accounts of those expenses as compared with the sale of the ship.

His Honour then stated that, even if defendant were a partner in the speculation and liable to pay half of the judgment, he was evidently entitled to a share in the profits of the vessel, which had been sold, with her fittings, by auction; and yet it appeared that no account of the sale had been rendered to defendant. These accounts ought to be produced in Court and compared with the claim against defendant.

Graham examined by Mr. Littlefield:—I was a witness at the trial at Hongkong. My memory is very good. At Hongkong I appeared as witness for the defence. The evidence I gave then was the truth. I did not say then that after I purchased the vessel I made overtures to Spratt & Co. to join in the speculation. I did not say at that trial:—I gave Spratt & Co.'s name as buyers because they were known to the auctioneers: There had not been one word between me and Spratt & Co. authorizing me to use their name. I don't remember seeing these words. That is not a fact. I should have estimated the *Marie* at a value of \$8,000 or \$4,000. I do not know what Mr. Spratt gave. I did not tell my story before I went to Court. I don't recollect my deposition being taken down on or about 5th May, 1873. I don't know Mr. Wotton or Mr. Bowden, clerks of Caldwell & Breton. I was interested in the case at Hongkong so far as I was a party to it.

Mr. Littlefield asked a question as to a statement made by witness in the office of Caldwell & Breton; but his Honour disallowed the question.

Cross-examination continued:—The ship was first ashore on the rocks in Canton river. Stuart got her off, but she sank on the way to Whampoa. Stuart was in charge of the ship. I was not on board. I was towing her in a steam tow boat. The ship sank on a mud bank. Stuart raised her and landed her on the beach near to the place where she sank the second time. I was towing when she sank the second time. I eventually brought the ship to Hongkong. I repeatedly saw the papers of Spratt & Co., at Hongkong. I did not agree to the vessel being sold. I don't remember saying at the previous trial that at the time Mr. Spratt advised me to sell the vessel, he said they (his firm) would bear half the losses. I don't think the question of loss on the sale of the ship was ever mooted between Spratt & Co. and myself. Had she been put in thorough repair I should have been a part owner of her; but she was not repaired thoroughly; the holes in her bottom were only patched. Spratt & Co. bought all spars for raising the vessel, on their own account. I may have said that I expected the cost of them would be deducted from the \$2,000. With regard to a signature I affixed to a letter which was produced at the former trial, I do not remember saying that Spratt & Co. were my agents. I remember signing "and on account of Spratt & Co."

I do not remember saying that when I proposed to Spratt & Co. to go partners they "refused to go partners in a sunken ship." I remember saying that it was agreed between the two Spratts and myself that they would pay for repairs and so far take a share. I had a share in the *Lizzie*. I left her about a year ago, in 1875, because I sold my interest out of her. I got the money.

This closed the case, and His Honour gave judgment for plaintiffs, with costs.—*Japan Gazette*.

Japan.

(Gazette).

A rumor from Kobe says that a foreigner has been shot and killed by a Japanese man-of-war's man.

The Exhibition building at Ueno, Tokio, will not be completed until May, 1877.

On the 23rd instant a fire broke out at Hakodadi, which destroyed seventeen houses.

The *City of Peking* will be the next steamer from San Francisco.

When the *Colorado* left San Francisco on the 1st instant, Mexican dollars were selling at 86 cents (gold).

H. M. S. *Charybdis* leaves for Shanghai on the 28th.

Eight hundred and forty of the natives of Sakhalin have emigrated lately to the province of Kitami, Yezo.

The *Akemon-shinbin* states that a silk manufacturer in the province of Koshin has received an order for 10,000 rolls of silk for umbrellas from a firm in Shanghai.

We learn that the reason the *City of New York* was replaced by the *Colorado*, was that the former vessel, being originally intended to ply on the Australian line, has to be in great part refitted for the accommodation of Chinese passengers, before she can take her place on this route.

A notification, No. 38, dated March 28th, 1876, has been issued by the Prime Minister, forbidding the wearing of swords, except in the cases of military, naval, and police officials in uniform, and civilians on the occasions when they wear court dress. Persons infringing this ordinance will have their swords and belts confiscated.

According to the abbreviated official report from the Wakamatsu *Ken*, issued in November, 1875, thirty six gold, thirteen silver, twenty eight copper, three iron, and twenty nine lead mines, one hundred and nine in all, exist, which are now unworked.

The ex-Daimio Tengu who has studied during many years, and acquired a great fund of learning in Yokohama, now spends his time in agriculture in his native country. By his enterprise he has introduced there the culture of grape-vines, tea-trees, and the mulberry to a great extent.

Of the sum of 200,000 yen, allowed for its expenses on the estimates, the *Gaimusho* has economized 80,000 yen, last year. With this sum Mr. Teramichi Gaimusho, proposed to construct a fine building at Chama, where foreigners should be received and entertained on special occasions. The *Sen-i* however, to whom the matter was referred, has refused to entertain the proposition.

The *Nichi-Nichi-Shimbun* says: According to a telegram received from London, Mr. Nakai, Secretary of the Japanese Legation there, left London on the 29th January last in company of Mr. Watanabe, Japanese Minister at Vienna. They intend to travel through Germany, Russia, Egypt, India, and to visit Peking in China (the names of the countries mentioned are given in this order). They are expected to return to Japan about next May.

The *Nichi-Nichi-Shimbun* says: Last year three iron-clads were ordered by the Ja-

pense Government to be built in England. One of these, named the *Fuso-kwan*, will be a frigate of 3400 horse power. She will carry a crew of 250 men, and an armament of 10 Krupp's guns. Another, named the *Kongo-kwan*, will be a composite vessel of 2600 horse power with a crew of 220 men, and nine Krupp's guns. The third, to be named the *Hiei-kwan*, will be a sister-ship of the *Kongo-kwan*. These three iron-clads have been contracted to be completed within twenty-five months from the 25th September, 1876.

An act of piracy has been committed within a few miles of Yokohama. The pilot vessel *Black Hawk*, Capt. Connors, was lying off Misaki on the 25th inst., when, at about 6:30 p.m., three Japanese men and a woman came alongside in a sampan. They were armed with long poles, hooks, and spears and they demanded food. Capt. Connors told them to come on the following day, whereupon they attacked the ship, but were eventually driven off by the master and the crew, which consisted of four Japanese seamen. The next morning, twelve Japanese came off to the ship, armed as before, boarded her, carried away the four seamen, ran their spears through the sails and planking and did other grievous damage, and again returned to shore. The crew of the *Black Hawk* were however sent on board again, and Capt. Connors came with all hands to Yokohama. He arrived here to-day, and, being an American citizen, reported the outrage to General T. B. Van Buren, U. S. Consul General, who formally made a complaint to the Governor of Kanagawa.

THE COREAN TREATY.

The *Nichi Nishi Shimbun*, speaking of the clause in the Japan-Corean Treaty relating to the opening of ports, says:—"By virtue of the fifth and eleventh articles, the Coreans have to open three ports for trade with the Japanese. The representatives of the two countries will establish regulations for mutual trade before the end of August this year, at a meeting to be held in the capital of Corea or the city of Koka. The harbour of Fusan is one of the three ports; and it was opened to trade on the day in which the treaty of friendship was made."

The same native paper thus discourses on the delay in the publication of the Treaty:—

A writer in the *Japan Gazette* says that the reason why the Japanese Government did not publish the text of the treaty with Corea till now, was that that treaty contains an extra-territorial clause, which, if known, might impede negotiations with foreign powers to bring foreigners in Japan under our laws. But the Japanese Government at length perceiving that foreign ministers would not consent to its demand, and that people were anxious to know the text of the treaty, it was promulgated. The writer speaks simply out of his own imagination. Why should our Government have feared to promulgate the text of the treaty on account of foreigners? There is no reason why we should not insert ten thousand extra-territorial clauses in treaties between our own and barbarous countries. Everybody knows very well that it was impossible to postpone the promulgation of the treaty until we had secured the alteration of the treaty between Japan and the Western Powers. So we feel very sorry for the writer who writes such words.

THE SOOLOO ISLANDS.

The *Morning Advertiser* is informed that "a curious question is under the consideration of the law officers of the Crown, in order to determine the right, or otherwise, of the Spanish Government to the Archipelago of the Sooloo Islands. Lying to the south-west of the Philippines, and extending to the north-east extremity of Borneo, the whole of this group is nominally under the rule of a sovereign styled the Sultan of Sooloo, whose power formerly extended over some part of the neighbouring coast. The Malay natives of the Archipelago are skillful navigators, and have always been indefatigable pirates, except when they have been held in check by the Spanish Governor-General of the adjacent Philippines. The Spaniards, some quarter of a century ago, succeeded in effecting a treaty with this Sultan, by which it was arranged first, that all persons trading in the Archipelago should pay duty to the Spanish Treasury at Manila; and afterwards that Sooloo and all its dependencies should be incorporated with the Spanish Crown. The disorganised condition of Spain has, it is presumed, hitherto prevented her asserting the rights thus acquired so long ago as 1851; the question to be decided is, how far we can permit such rights to be claimed now without prejudice to our own interests in the far East. A treaty of another kind had been concluded between Great Britain and Sooloo two years earlier, in 1849, but it is said to have been never promulgated. Of course, we have no title to the sovereignty of the Archipelago; but in justice to our own adjacent dependencies in Labuan and Sarawak, it is needful to be satisfied whether the inaction of Spain ever since her treaty was effected has not been such as to do away with any right of dominion being claimed now. If Spain can found any claim to the annexation of the island and its dependencies upon a treaty of 1851, considering that she has never assumed the sovereignty which was granted by it, we must have an equal right to interfere on the strength of our treaty two years earlier, which was never ratified. We believe this is the gist of the case, which the Foreign Office has submitted for the opinion of the legal advisers of the Crown."

THE SPOT-STROKE AT BILLIARDS.

No one who watches carefully a game at billiards can avoid being interested in the feat by which the spot-stroke is repeated. The striker, having once brought his own ball into position for the spot-stroke and accomplished the mechanical feat of repeating it a dozen times or more, there seems no very valid reason why the stroke should not be continued indefinitely, or at least until "game" is called. But sooner or later the stroke fails, or the striker's ball is left in a position from which it is very difficult, or even impossible, to make the winning hazard successfully, and so he has to play all round the table for some time, until he can get his ball once more into position for the spot-stroke. The *a priori* view is that the most difficult part of the business is to get into position for working the spot-stroke, but which is not really the case; the difficulty is to keep it up. It is not that the muscles of the arm fall or tire; it is the muscular adjustment of the cue which becomes exhausted. In keeping up the spot-stroke, a series of very fine adjustments of "accommodation" have

to be made in quick succession, and sooner or later the eye becomes weary, and failure is the consequence. Possibly, the brain centres in connection with the eye, by which the calculation of how much muscular force is to be liberated for the stroke, and how the muscles have to be co-ordinated, are chiefly affected in the exhaustion; but the muscular apparatus of the eye itself is implicated. As might be expected from the experience of the rifle range, grey or blue eyes have an advantage over other coloured eyes; and a large proportion of those who do the spot-stroke well have light-coloured eyes. By playing more slowly, and by looking into distant space away from the balls betwixt each stroke, probably the spot-stroke could be played even longer than it is now.—*British Medical Journal*.

A GENTLEMAN who might be, without much exaggeration, said to be first cousin to Bacchus, writes in a poetic moment:—
"Leaves have their time to fall, and so have I,
To fade and wither 'neath the autumn sky.
The only difference 'twixt the leaves and me,
I fall more harder, and more frequently."

SIC VOBIS NON VOLES MELLIFICATIS, APES!
How doth the little Spelling Bee
Teach orthographic power,
And

